

## Abstract

To enhance the reliability and passenger protection against fatal injuries due to increase of false deployments of front airbags in arbitrary front collision and to improve the AUDI's safety device "procon-ten" ref. to DE 3801347 C2 representing the prior art, the method of operation of a safety device with at least one pair of energy-absorbing limitation-units (70, 80, 80a to 80e) is invented and optimized by

1. pre-tensioning the seat belts (64) within short time to resolve the problem "oop" (out of position),
2. damping the vibration, lowering the acceleration and preserving the pre-tensioning force of seat belts after fracturing the sites of predetermined fracture,
3. pulling the steering wheel (90) from the area of the forward-moving head of the driver until fracture of said sites of predetermined fracture takes place and
4. protecting the passengers in the event of failure of front airbags and sensors.

The best strategy is determinable from the various designs for passenger protection in association with minimizing false deployment, manufacturing and repair costs by employing a more reliable, slower-operating sensor and banning costly sensors whose operation is unreliable due to the huge number of calculations within a short time.

## OTHER PUBLICATIONS

Auto Motor und Sport 12/96 and 14/96

Wiesbadener Kurier of 07/14/95, 10/01/94 and 11/29/97

Frankfurter Rundschau and Wiesbadener Kurier of 10/11/96

Stiftung Warentest 4/95 and Spiegel 13/95, 29/96